

Feb. 17.
Colonel Smart, who will head the syndicate, made a million and a half dollars on Crown Reserve, getting in on it when the shares were at five cents.

Feb. 17. BAD WEATHER FOR FISHING.

Market Boats Will Be Unable to Make Set Today.

There is some pollock here this morning, but not nearly as great an amount as yesterday, the trips being fewer and smaller. To make a little diversion from the pollock routine of the week there are also in one off-shore haddock and a fresh halibut. The weather is bad, the wind north-east and the market boats will do no business today.

Capt. Solomon Jacobs is again in the pollock limelight, for he got in last evening with a trip of 40,000 pounds or better, round and sold at \$1 per hundred weight. Six others of the pollock fleet are also in, with catches of from 8000 to 19,000 pounds. Most of the fares sold at \$1, but shipped to Boston to take chances on the market.

The fleet will not go out today. The captains report a heavy easterly sea sweeping in yesterday making setting the seine pretty rough work. They also say that the schools are getting smaller and quite wild too and that yesterday they would dive the twice just like a school of mackerel. They seem to be getting "educated," as the fishermen say.

From Georges, the big knockabout sch. Benjamin A. Smith, Capt. James Goodwin, brings a good haddock trip this morning, the haul being 55,000 pounds. Sch. Massachusetts is in from Quero bank with a small fare of fresh halibut.

This noon the rising easterly storm drove the pollock seining schs. Effie M. Prior and Eglantine in for harbor. Each has a few pollock on board.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Benjamin A. Smith, Georges, 55,000 lbs. fresh fish.

Steamer Bessie M. Dugan, shore, 40,000 lbs. pollock.

Steamer Quoddy, shore, 13,000 lbs. pollock.

Steamer Nomad, shore, 19,000 lbs. pollock.

Steamer Bryda F., shore, 10,000 lbs. pollock.

Steamer Jeffery, shore, 8000 lbs. pollock.

Sch. Florida, shore, 10,000 lbs. pollock.

Sch. Massachusetts, Quero Bank, 10,000 lbs. halibut.

Sch. Walter P. Goulart, via Boston.

Sch. Clara G. Silva, via Boston.

Sch. Olive F. Hutchins, via Boston.

Sch. Mary DeCosta, via Boston.

Sch. Emily Cooney, via Boston.

Sch. Thomas J. Carroll, shore.

Sch. Alice, shore.

Sch. Maud F. Silva, shore.

Sch. Yankee, shore.

Sch. Margie Smith, shore.

Sch. Blanche F. Irving, shore.

Sch. Catherine D. Enos, shore.

Sch. Maud F. Silva, shore.

Sch. Annie and Jennie, shore.

Sch. Rita A. Viator, shore.

Sch. Margaret Dillon, shore.

Sch. Effie M. Prior, shore, 20,000 lbs. pollock.

Sch. Eglantine, shore, pollock seining.

Vessels Sailed.

Sch. Tecumseh, shore.
Sch. Flora J. Sears, shore.
Sch. Thalia, Boston.

Today's Fish Market.

Bank halibut, 14 cts. per pound for white and 11 cts. for gray.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, \$3.50; mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.

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Splitting prices for fresh fish, Western cod, la \$2 per cwt.; medium do., \$1.65; Eastern cod, h \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round 65 cts., dressed 70 cts.

Fishing Fleet Movements.

Sch. Rob Roy was at Shelburne, N. S., Monday and cleared for the fishing grounds.

Sch. Triton, hence, was at Portland, Tuesday.

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BOXES CONSIDERED PACKAGES.

Not Paper Wrappers Used to Facilitate Fish Distribution.

The following recent customs decision is of interest here:

Fish in packed packages.—The collector of customs at Seattle exacted payment of duty at the rate of 30 per cent. ad valorem, under the last clause of paragraph 258 of the tariff act of 1897, which reads as follows: "Fish in packages containing less than one-half barrel, and not specially provided for in this act, 30 per centum ad valorem." The importer paid the duty under protest, contending that the duty should have been assessed at the rate of three-fourths of one cent per pound under the first clause of paragraph 261 of said act, which reads as follows: "Fish, fresh, smoked, dried, salted, pickled, frozen, packed in ice or otherwise prepared for preservation, not specially provided for in this act, three-fourths of one cent per pound." That contention was sustained by the decision of the board of general appraisers, and to reverse that decision the collector of customs appealed to court.

By the provisions of the law the rate of duty collectible is to be fixed by reference to the bulk and weight of the package in which the fish is imported, and the question in these cases arises from the fact that the fish was imported in one-pound paper packages in form suitable for retail trade and distribution to consumers, and that a number of one-pound packages were incased in boxes of weight and bulk sufficient to avoid the 30 per cent. ad valorem clause of the tariff law. It is the opinion of the court that the most reasonable construction of the law is that which tends to simplify the collectors' duties and facilitate economy and convenience in the matter of collecting revenue. Therefore the decision of the board of general appraisers in holding that the box in which the merchandise was packed for transportation and wholesale trade is the package which determines the classification, rather than the more numerous and frail containers in which it was put up for retail trade, is correct, and the court affirms that decision.

FEAR TO LOSE SEA CHARTS.

Transfer of Hydrographic Office to Weather Bureau Opposed.

The proposed transfer of the hydrographic office of the navy to the weather bureau is meeting with strong opposition from the entire maritime interests of Boston and New England.

It is reported that, for reasons of economy, congress is to be asked to sanction the discontinuance of the publication of the monthly pilot charts which are given to mariners free of cost, and which contain information of extreme importance to navigators. The maritime committee of the chamber of commerce held a special meeting recently to take action upon the matter. Lieut. W. G. Richardson, in charge of the branch hydrographic office at Boston, appeared before the committee and explained the workings of the office.

The committee apparently believed that it would be a great mistake to make the proposed change. W. Miller Stewart, one of the committee, spoke earnestly on the necessity of retaining the office separate from the weather bureau. The maritime interests say that the work is efficiently and satisfactorily done.

The monthly sea charts and the weekly bulletins contain all manner of information collected by co-operation between the merchant seamen and the hydrographic office. To disorganize and interrupt this work by committing it to others would be a step in the wrong direction, so the shipowners here believe.

The yachtmen also are opened to the transfer. They cannot understand why the hydrographic office should be transferred from a department which relates solely to navigation to a department having to do with land. They are to hold a meeting to add their protest against the proposed change.

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Whale Killed With Hammer.

A 13-foot whale was captured on the beach at Sea Isle City, N. J., recently by a man and his son. The mammal had become stranded in a gully opposite the Continental Hotel, and its struggles drew the attention of the two men. The man got a maul, waded out and struck the whale between the eyes. It kept on thrashing for an hour, trying to fight, but unable to do so. The man swung the hammer a score of times before the whale died. It was hauled high on the beach, where its weight was estimated at one and a half tons.

Rescued French Fishermen.

The crew of the French fishing ketch Olga had not tasted food for 34 hours, and their vessel had for 15 days been disabled and rendered unmanageable by a terrific storm, when they were rescued on January 13 by the Atlantic transport liner Minnewaska in their own small boat during a heavy squall and in very high seas. The Olga was left sinking.

Portland Fish Notes.

Only a few more fish were added to the local supply Wednesday and the market still stands in need of stock, though there is no suggestion of a famine. The arrivals totalled 18,000 pounds, and were the Albert W. Black, 5000; Albert D. Willard, 5000; Angie B. Watson, 5000; Lochinvar, 2000.

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Will Fit Steamer Mascot.

Capt. Reuben Cameron will not fit out sch. Mary E. Harty for pollock seining, as he first intended, but instead will fit out the steamer Mascot for that fishery.

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STEAM TRAWL FISHING.

Statistics Show That No Depletion of Supply Is Caused.

Vice-Consul-General R. J. Hazeltine, who has been looking into the subject of steam trawling at Halifax and elsewhere, says:

"Much has been said and written about the depletion of the sea fish because of the increase in the number of steam trawlers operating inshore and offshore, and that the old style line fishermen will some day find their occupation gone unless steps are taken to legislate against steam trawling and restricting their operations to certain territories. That the sea will soon become depleted of food fish if the operations of these steam trawlers are not restricted is not, however, sustained by statistics concerning the fishing industry of the North Sea for the past 10 years, where large numbers of steam trawlers have been at work. The catch has increased constantly and has kept pace with the increase in the fleet.

"It appears to be a wise restriction to compel these trawlers to confine their operations to certain limited grounds, both for the protection of the line fishermen and for the preservation of the fish beds inshore. Authorities who have given the subject serious thought have declared that all that is necessary is that trawlers should be kept inside the 3-mile limit along the coast and outside the 10-mile limit in bays, and that there should be certain rules governing their fishing in the vicinity of other vessels engaged in line fishing. The first regulation would protect the fish beds and the second would relieve the line fishermen of the fear of having their fishing gear swept away and destroyed. To prohibit trawlers from fishing within three miles of any vessel engaged in line fishing would seem to afford ample protection to the line fishermen. Such legislation would necessarily be international in character and be specifically agreed to by the nations interested.

In regard to the depletion of the sea through the operations of the trawlers, it need only be said that the Gulf of St. Lawrence, an immense fish breeding area, is practically closed to fishing from December to May, so that the fishing grounds, owing to this long rest, would soon become replenished even if exhaustively worked during the open season. The conditions on the two sides of the Atlantic are very different—the open season on the other side being much longer—and since there has been no evidence of depletion in those waters, according to statistics, there does not appear to exist any appreciable danger of extraordinary diminution of cod and other food fish on the American side of the Atlantic through the increased activity of steam trawling vessels.

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HERRING SEASON NOW CLOSING.

Fifty-Two American Crafts Have Engaged in Fishery.

The arrival here yesterday afternoon of the Bucksport, Me., sch. Elizabeth N., from Bay of Islands, N. F., brings the end of the herring close in sight, as far forth as arrivals are concerned. There now remain to come, one craft with salt barrelled herring from Bay of Islands, a chartered British craft, from Fortune Bay with a cargo of frozen herring and possibly two or three Nova Scotia crafts from the latter place, also with frozen herring, although these latter may not come to this market. It is not known for sure that these latter crafts have yet loaded.

This season 52 American crafts engaged in the Newfoundland herring fishery and six made second trips, while one, sch. Indiana, is now all ready to start on her third trip of the season to Bay of Islands, N. F. Thus far, the American vessels have landed 56 cargoes. Sch. James A. Garfield is still at Bay of Islands, after salt barrelled herring and sch. Lizzie Griffin, with part of a load of salt herring, is believed to have arrived at Bangor, her home port, or Bucksport, this week, or may be on the way here with her cargo. One schooner, the Henry M. Stanley of this port, was lost at Bay of Islands.

Five British crafts have landed herring fares at this port this season, one being from Nova Scotia, with a pickled, barrelled fare, and the others from Newfoundland with salt herring fares. At Boston, one British schooner has landed a fare of frozen herring and one Nova Scotia craft brought a load of Newfoundland salt and pickled herring, barrelled.

Total Receipts at This Port Nearly 80,000 Barrels.

Thus far this season, the herring fleet has landed at this port, 56,674 barrels of salt bulk herring, 7955 barrels of barrelled salt, pickled and ripped herring, and 15,025 barrels of frozen herring, a total of 79,654 barrels.

At Boston, in the two fares landed there, direct, were 244 barrels of salt bulk herring, 868 barrels of barrelled salt, pickled and ripped herring and 800 barrels of frozen herring, a total of 1908 barrels.

This gives a total of 81,563 barrels of herring of all kinds landed at Gloucester and Boston, by the winter herring fleet, all being from Newfoundland excepting one cargo of about 800 barrels of barrelled pickled herring, from the vicinity of Liverpool, N. S.

Sch. Elizabeth N., here this morning, brings one of the largest fares of the season. She comes from Bay of Islands, N. F., leaving there a week ago last Saturday and brings 800 barrels of salt herring, 800 barrels of frozen herring and 60 barrels of pickled herring. She had a hard, rough passage and Capt. Gott eased her along with her big cargo, harboring at North Sydney, C. B., and Liverpool, N. S., on the way.

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SCH. MOOWEEN AT HALIFAX.

Landed Capt. McDonald at That Port for Medical Treatment.

Word was received yesterday at T wharf, Boston, that the halibut sch. Mooween, Capt. Daniel McDonald had put in at Halifax, N. S., Wednesday, to land her skipper, who was ill.

The Mooween has been out quite a while and evidently Capt. McDonald has not been well all the trip, as only a short time after leaving here she put in at a Cape Breton port, where he had medical attendance and went to the hospital for treatment, suffering severely from erysipelas. At one time his jaws were securely locked, but he got better and went out again, all the crew staying by the vessel while he was in the hospital, and went out to the fishing grounds. It is supposed that he is now suffering from a return of the same trouble.

The dispatch also says that the craft sold part of her fare of halibut at Halifax and would proceed, with a good fare, to Boston.

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FISH FARES STILL HIGH.

Figures of the Week Kept Up Today.

Quite a lot of very remunerative fares arrived at T wharf since last report. Most of them hit the dock yesterday afternoon. Nothing came during the night except the market boat Washakie and she sold this morning at fancy figures, \$5.75 for cod and haddock and \$4 for pollock.

Schs. Cynthia, Capt. Geoffrey Thomas and Thomas S. Gorton, Capt. William H. Thomas, who are running on schedule and fighting for the lead of the fleet, both got in yesterday afternoon with big fares, the former with 82,000 pounds and the latter with 60,000 pounds. Both sold for advanced prices and are in for big stocks. Sch. Rex, Capt. John Grady, also had a fine fare and schs. Gertrude and Robert and Arthur, also of the off-shore fleet had fair catches. The latter has been out only three days, and did not sell until this morning and got a big boost on price, for her haddock brought \$4.25, large cod \$5 and markets \$3.50.

The off-shores yesterday afternoon sold at various figures. Sch. Cynthia got \$3.20 right through, for old and new haddock. Others sold new haddock at \$3.60. Old off-shore large cod brought \$2.25 with \$4 for new. Markets were about \$3.

The receipts in detail are:

Boston Arrivals.

Sch. Washakie, 4300 haddock, 1600 cod, 6000 pollock.

Sch. Rex, 40,000 haddock, 18,000 cod.

Sch. Thomas S. Gorton, 42,000 haddock, 18,000 cod.

Sch. Lillian, 1300 haddock, 600 cod, 1600 hake.

Sch. Massasoit, 2900 cod, 500 pollock.

Sch. Cynthia, 50,000 haddock, 30,000 cod, 2000 pollock.

Sch. Robert and Arthur, 20,000 haddock, 15,000 cod.

Sch. Thomas J. Carroll, 5000 haddock, 1500 cod, 700 pollock.

Sch. Gertrude, 28,000 haddock, 6000 cod, 1000 pollock.

Off-shore haddock, \$3.20 to \$4.25 per cwt.; off shore large cod, \$3.25 to \$5; off shore market cod, \$3 to \$3.50; shore haddock, \$5.75; shore cod, \$5.75; pollock, \$3.75.

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Stocked \$2500 on Haddock Trip.

Sch. Thomas S. Gorton, Capt. William H. Thomas, stocked \$2500 on her haddock trip landed at T wharf yesterday.

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STORM HOLDS UP ARRIVALS.

Schooner With Salt Herring Only One at This Port.

The storm yesterday put an embargo on shore fishing operations and tied up the shore market boats and also the pollock fleet, all of which are still in port this morning, as it is still blowing hard and the wind hangs on the eastern board outside.

The only arrival with fish is the sch. Elizabeth N., of Bucksport, Me., from Bay of Islands, N. F., with a full cargo of frozen herring, and pretty near winds up the season as far as that bay is concerned although sch. James A. Garfield is still to come with salt barrelled herring.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Sch. Ellen C. Burke, shore, 6000 lbs. fresh fish.

Sch. Flora J. Sears, shore, 4000 lbs. fresh fish.

Sch. Mary Edith, shore.

Sch. Helen B. Thomas, shore.

Sch. Hortense, shore.

Sch. Elizabeth N., Bay of Islands, N. F., 800 bbls. frozen herring, 800 bbls. salt herring, 60 bbls. pickled herring.

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Today's Fish Market.

Bank halibut, 14 cts. per pound for white and 11 cts. for gray.

Large halibut cod, \$3 per cwt.;

medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, \$3.50; mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.;

medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.;

medium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.;

salt haddock, \$1.25; salt hake, \$1.25.

Splitting prices for fresh fish, Western cod, large \$2 per cwt.;

medium do., \$1.65; Eastern cod, large, \$1.60;

medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c for snappers; haddock, 80 cts.;

hake, 90 cts.;

pollock, round 65 cts., dressed 70 cts.

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Irish Mackerel and Herring.

The Fishing Gazette's Irish correspondent writes as follows:

Mackerel fishing off this coast during this winter has not been as successful as was anticipated early in September. Large shoals were then everywhere to be seen, and good catches were made, both by seine and drift net, until about the middle of October. Since that time mackerel have been very scarce. Those taken have been sent to the fresh market, so the number of barrels of late-caught on hand on this coast is very small.

We are looking forward to our spring and summer mackerel fishing opening up earlier this year. The season has been growing later each year, so late that now instead of a spring fishing commencing on March 17, (St. Patrick's Day), it does not start until about April 20, and continues till July 1.

Herrings have been plentiful on the northwest shore for the past six weeks, and prices have been high; but the greater part has been sent to the fresh (English) markets.

Crews Scarce in Nova Scotia.

A writer in the Halifax Chronicle, in dealing with the question of securing fishing crews, says that the scarcity of men prevents a number of vessels from making spring trips. He goes on to say:

"As it stands now the bank fleet is not one-half what it was 10 years ago, and the prospect of it picking up is very slim, unless some great change comes over the manner of carrying on this branch of the fishing industry.

"Several trying subjects which the masters have to contend with, could no doubt be successfully dealt with and overcome if they had a proper organization. These difficulties are shortage of crews, proper articles so that the masters would have control of the crews, and a change in the mode of paying bounty. Surely some way can be found in using the fishery award to a better advantage than is at present in vogue."

Salt Fish Trade.

The Fishing Gazette says of the state of the salt fish trade:

"There is a fairly active market for salt fish, the Lenten season having stimulated the demand. Foreign and domestic mackerel are firm. Holland herring are selling well. In Scotch, the quotations remain as last week, and favor the buyer.

"Newfoundland herring are having a good sale, the medium split being quoted at \$5.50 per barrel, and the round large at \$6.

"A leading dealer regards the tendency of herring prices in general as toward a higher level. In Scotland stocks are practically exhausted. In the various European countries there is an estimated herring shortage of about 200,000 barrels."

Former Gloucester Vessels.

Another United States fishing vessel has been added to the fleet engaged off the west coast of Vancouver Island. The high price of halibut is attracting many vessels to the fishing banks. The schooner Carrier Dove, formerly of this port, which was recently sold at auction for about \$9,500, will leave under command of Capt. Kildall for the halibut banks of the west coast of Vancouver Island. The Carrier Dove was formerly a codfisher and operated between the sound and Bering sea.

The Silver Wave, which has heretofore been an Arctic trading craft, is also being fitted out for the halibut banks. She will be in command of Capt. Thompson, formerly of this city, when she leaves for her cruise.